

## Beremauro Rudo

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**From:** Edmond, David (T8462) [REDACTED]  
**Sent:** 10 September 2021 18:44  
**To:** Beremauro Rudo  
**Cc:** Byrne Misha; \_Transport for Slough  
**Subject:** RE: A4 Bus lane and Cycle Lane Experimental scheme

Dear Rudo,

It is not possible to accurately provide evidence of the impact the experimental bus lane has had on police response times as there are so many factors that can affect them (i.e. numbers of calls, resources to attend them etc.). The bus lane has only been in operation through the pandemic, I do not feel we are back at pre-pandemic traffic flows so the impact may get worse as traffic flows increase.

### Bus Lane

Thames Valley Police objected to the implementation of the bus lane copied below –

*I have the following concerns about your scheme which I highlight for consideration:*

- 1. Traffic flows are creeping back up towards pre lockdown levels, between 60-70%, and this will only increase. Reducing the available space on the A4 will cause congestion and result in an increase in traffic using residential streets off the A4 to avoid queues caused by the bus/cycle lane.*
- 2. There is equally a requirement to socially distance on residential streets. An increase in traffic on these streets will have an adverse effect on those trying to socially distance.*
- 3. I have concerns about traffic turning across the bus lane and coming into conflict with pedal cyclists. I think your proposal will bring about a rise in injury collisions along the length of the bus/cycle lane. These movements will increase in frequency brought about by point 1 above.*
- 4. I am not concerned about the M4 emergency diversion route, other diversion routes on the SRN are on single carriageway two lane roads.*
- 5. Whilst I'm sure that an exemption for emergency services vehicles will be written into the TRO we have to consider public perception of the vehicles using the lane. Officers should only use the lane whilst on an emergency call. Congestion caused by the bus lane will therefore reduce the ability of Police to move around the town for routine enquiries which are often urgent but not requiring the use of blue lights.*
- 6. From the media coverage I have seen recently it appears the 2 metre rule is being reviewed and in my view is likely to be reduced to 1 metre. How long will the bus lane actually be required?*
- 7. Whilst there may be an appetite for walking and cycling in the current period of good weather I would question how appealing it will be should the weather turn wetter and colder.*

I have canvassed opinion from officers working in and around Slough to understand how the bus lane has affected them on a day to day basis, this includes officers from Slough Local Policing Area (LPA) and Roads Policing teams.

- We feel that response times to emergency incidents have not unduly been affected as police have an exemption within the TTRO to use the bus lane for emergency response purposes. The number of nearside turnings from lane two across the bus lane is of concern as are major junctions where large volumes of traffic merge into one lane, Tuns crossroads, A4 and High Street/Windsor Road etc. this can affect our ability

to negotiate these junctions if traffic is queuing across the junctions. I am aware of at least one injury collision at the junction of the A4 and Ledgers Road on 15<sup>th</sup> February 2021 involving a car that left turned across the path of an ambulance that was using the bus lane on an emergency response. All emergency services have finite resources, it is less than desirable for vehicles attending such incidents to be involved in such incidents and this is a continuing risk.

- Officers are regularly delayed at peak times during bus lane operating hours caused by a reduction in the available road space, we feel this does affect their ability to travel around Slough. A real area of concern is the A4 Wellington Street at its junction with Windsor Road/High Street where the bus lane starts approximately 60 metres west of High Street junction. Two lanes on the main A4 filter into one at the start of the bus lane, a further two lanes merge onto the A4 from High Street meaning four lanes reduce to one within 60 metres of this junction. We feel this has affected officers journey times to routine incidents, the custody suite in Maidenhead and when completing their patrols and enquiries. This junction is a main route for officers travelling to the north, east and west of Slough from the police station.
- Officers perception is that the bus lane operating hours are not necessarily understood by the travelling public with comments that the majority of drivers use lane two, even when the bus lane is not in operation. Some drivers who are more confident then use the bus lane when legally allowed to do so and performing undertaking manoeuvres. There are also some confusing signing on the eastbound A4 through Slough Trading Estate where direction signs and arrows on the road surface show left turn movements from lane one which, when the bus lane is not in operation is not correct. I am not able to access AccsMap at the present time so have not been able to look at collision statistics to understand how many personal injury collisions have been reported at junctions along the length of the bus lane since it started.
- A fatal collision happened on Wednesday 7<sup>th</sup> April 2021 where a Ford Transit van that was speeding undertook slower moving vehicles that were travelling in lane two when they were legally allowed to use lane one. The van collided with a pedestrian who was influenced by alcohol who crossed from the vans nearside.
- We see little evidence of the bus lane being used as intended by pedal cycles and E-Scooters riders hired under the Neuron Mobility trial. Most are still illegally using the footway.
- A couple of comments from officers were, "The bus lane only seems to be used by a minority of drivers when they are actually allowed to use it, this is very noticeable when the M4 is closed and causes unnecessary traffic congestion as only one lane out of two is being used. I would imagine people don't want to run the risk." Another said, "At times coming into Slough from Maidenhead in both directions there is a clear build-up of traffic that I don't recall used to happen with two lanes running. Also where you have cycle lane painted in main road in lane 1 drivers are very unsure what do to and some straddle both lanes."

### Cycle Lane

Thames Valley Police contact Slough Borough Council in July 2020 highlighting concerns about the cycle lane that was implemented to the west of the A4 and raised concerns over its safety. We thought it was a confusing arrangement and were unclear as to whether it was an advisory cycle lane or a traffic lane raising concerns that it would be very difficult to prove fault in any collision involving a car and a pedal cycle in that area, this remains our view.

The day after I contacted you, Local Transport Note (LTN) 1/20 Cycle Infrastructure Design was published which states, 'networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.

LTN 02/2008 stated cycles lanes should:

- create a comfort zone, especially for less experienced cyclists nervous about mixing with motor traffic,
- assist a cyclist in difficult or congested situations,
- help guide cyclists through complex junctions and provide route continuity to help with navigation,

- help guide cyclists through complex junctions and provide route continuity to help with navigation,
- help control the speed of motor traffic by narrowing the all-purpose traffic lane
- and help to raise driver awareness of cyclists.

I'm not sure this cycle lane has met either the old or new design standards.

I would be interested to understand if the aim of the bus and cycle lanes has been met and if they have led to fewer car journeys, increased bus passenger numbers and pedal cycle journeys.

Kind regards,

Dave

**Dave Edmond**  
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**From:** Beremauro Rudo  
**Sent:** 31 August 2021 13:53  
**To:** \_Transport for Slough  
**Cc:** Byrne Misha  
**Subject:** A4 Bus lane and Cycle Lane Experimental scheme

Dear Consultees

In August 2020, the Council introduced the experimental bus and cycle lane along the A4 from its junction with Dover Road to the A4 and its junction with Uxbridge Road. The scheme was introduced to support social distancing, to improve active and sustainable travel measures including reducing bus journey times and encouraging the switch from car to bus.

After a review in November 2020, the scheme was changed from a full-time bus lane to a peak-time only bus lane. To help us understand the impact of the experimental bus and cycle lane scheme on the network, we are requesting emergency services to send us feedback about the impact of the bus lane on emergency services' response times. Please can responses be sent by 10 September 2021.

Please see below link with scheme details:

<https://www.slough.gov.uk/consultations-petitions/temporary-a4-bus-lane-scheme>

Regards  
Rudo

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